

SUBMERGED TREASURE.

The Sea to Give Up \$52,000,000 in Money and Jewels.

From the Reading (Pa.) Times.

The International Submarine Diving Company, whose vessel, the Mary D. Leech, has been quietly engaged in searching for the location of her Britannic Majesty's brig DeBrook, which foundered June 10, 1798, off Lewes, has been rewarded with unmistakable evidences of the lost vessel. During the past eighty-three years no effort with the exception of that made by the British Government, in 1810, has been made to recover the fabulous treasure which is known to have been sunk. It has been abandoned as being irrevocably lost, because the depth of water is so great that all appliances heretofore invented for raising heavy bodies were useless. The International Diving Company, which was organized in Philadelphia for no other purpose than to raise the abandoned treasure, is fitted up with all that ingenuity can devise. The most wonderful piece of mechanism on board is an immense diving-bell, in which a diver might live comfortably for a week. He has communication with the upper world by telephone wires. He is supplied with the means of making his own air, and for light in his exploration he is provided with a powerful electric flame, which, when in operation, reveals to him every outside object with vivid distinctness. At the side of the bell is a mechanical arm, with machinery so perfect in every movement it resembles the action of the human arm, even unto the picking up of a pin.

According to the papers in the possession of Samuel S. McCracken, a pilot, whose grandfather was the only survivor, and who was engaged in piloting the vessel in the harbor, about \$52,000,000 of specie and jewels went down with her. The money was taken by the DeBrook from an intercepted Spanish fleet while on her way to Halifax, England, from a successful cruise on the Spanish Main. With the specie were taken 200 prisoners. When the vessel foundered the prisoners were in irons on the lower deck, and were all lost. Capt. James Drew, who commanded the vessel, and whose body was recovered two days afterwards, lies buried in St. Peter's churchyard, in Lewes. Two years after the wreck the British Government sent two frigates to raise the DeBrook, but without success. Forty years ago, while McCracken was on a cruise, circulars were posted around Sussex County, offering the sum of \$50,000 for information that would lead to the discovery of the sunken vessel. It had been supposed up to the present that the hull had been swept away by the action of the tides. The International Company, to keep its real object from view had been since September working at another sunken vessel, near where the DeBrook was supposed to have foundered. McCracken, who is to receive a majority of whatever treasure is discovered, in an interview says that the DeBrook lies in fifteen fathoms of water. The divers, in going down, found a long, irregular ridge, about 15 feet high, 18 feet wide, and 60 feet long. On each side are piles of loose stones, supposed to be the ballast thrown from the frigate in the effort made to raise the wreck, in the year 1800. Rough weather interfering with further operations, the company was compelled to postpone further investigation, and on Wednesday the divers returned to Philadelphia. The work, however, will be vigorously pushed forward as soon as favorable weather sets in.

Tempting Offer.

A liberal reward will be given to the woman who, upon trying on a new bonnet, never mentioned that her hair wasn't fixed; to the writer for the press who never said that his contribution was dashed off; to the person, age or sex immaterial, who, when relating an accident of which he or she was a witness, did not lay particular stress upon what "I did" or "I said," to the young man who doesn't think the girls are all dying after him; to the young woman who wouldn't choose an ice cream to a substantial meal; to the same young woman who never retired to the cupboard, upon reaching home, for "just a bite," to the woman over 30 years, who never had an offer; to the storekeeper who never said, "As it is you, I will call it so and so," and then charged double price; to the schoolboy who does not at times look upon the schoolmaster as his mortal foe; to the young lady grad-

uate who would not rather have white satin dress than high class honors at the graduation exercises; to the married man who never considered the possibilities of a second marriage; to the married woman who does not sometimes wonder how she ever came to say "yes;" to the clergyman who doesn't feel just a little proud of the tears he calls up at a funeral; to the car conductor who does not take peculiar pleasure in helping the ladies off his car; to the man who never inquired, "Is this hot enough for you?" or "Is this cold enough for you?" to the butcher who weighs his meat without the bones; to the dealer who invariably puts the biggest strawberries at the bottom of the box; to the man who ever exchanged umbrellas and went off with a worse one than he left behind; to the man who never said it rained just because he didn't take his umbrella with him; to the small boy who never whistled; to the small boy who never sighed to be a hunter, an Indian fighter or a pirate; to the doctor that has the hardihood to tell a wealthy patient that nothing ails him; to the undertaker who hears of a death with feelings of unmingled grief; to the boy of 18 years, who does not know more than his parents; to the Sunday school that has not experienced a spasmodic growth just before Christmas or the picnic season.

Storing Electrical Force.

Says the Boston Journal of Chemistry: "The most interesting of all the exhibits at Paris, in our view, are those which show how electrical force may be stored and made portable. Great improvements have recently been made in this direction, and Brush, of the well known arc light, claims to have distanced all competitors in his new devices. By his improvements, as alleged, he can now store up in proper vessels, enough force in the day time to run his electric lights at night, dispensing with the use of dynamo-machines after sundown. If this is true, a grand step has been taken in electrical science, and the promise for the future is indeed flattering. If unused water power can be employed to charge retaining vessels with electrical energy, so that it can be transported and used at pleasure, who can comprehend the magnitude and importance of this discovery? "It may be possible in the future, largely to dispense with horses in forms of work in which they are now regarded as indispensable. If the time ever comes when one who wishes to take a ride in the country, can go to the livery stable and order a carriage and a box of electrical force, capable of conveying him one or ten miles, it will require more than the usual forty-eight hours to become used to the new order of things. It is indeed easy to see how electrical force in compact and available condition, may be applied to drive carriages, and how it may be managed and controlled by ordinary men and women. A very picturesque vehicle can be constructed, to be propelled without noise or smoke over common roads, at high or low rate of speed, and without danger from explosion or electrical accidents. All that is wanted is the boxed up force, not involving too much space or weight, and the way is clear for the rest. We are evidently still on the outer verge of the field of discovery; and the one motive of all others which creates desire for a long continuance of life, is that we may look upon and participate in the inestimable blessings which future discovery must confer upon the race.

Why Ostriches Eat Stones.

An ostrich's digestion is aided by stones or pebbles, which the bird puts into its stomach to grind the food it has eaten. This habit is brought out by the following narrative told in *Forrit and Stream*, of a visitor's experience, while at an ostrich farm in South Africa:

The first familiarity of one of them ventures to take is to make a snap at our neck. We give him a slap and stand back.

"O! he's only after your breast-pin," says the farmer. "I forgot to tell you to keep your jewelry out of sight."

This is easily removed, but the inquisitive bird makes a peck at the top button of my coat, and when I find at last that he does not seem to be very strong in the beak, and that this is not his weapon of offense, I let him continue the operations.

If we ask why these birds have a passion for buttons and studs, and bright things generally, including jack-knives, the farmer replies that they are in the habit of eating pebbles and stones to help digestion by the trituration of their food. The harder the stone the better, and it is probable they associate brightness with hardness.

The product of the gold, silver and copper mines of the Southern States for this year promises to be above the startling figures of \$20,000,000.

GUITEAU WILL HANG.

That's the Opinion of Senator George G. Vest.

U. S. Senator G. G. Vest arrived in town yesterday evening and after a hasty supper hurried to the Grand opera-house, being fond of the legitimate. The play was "Olivette" and they do say that the senator relapsed into a state of ecstatic appreciation. Upon his return to the Planter's he was button-holed by a representative of the *Republican*, who opened fire with:

"Senator, what do you think of the trial of Guiteau?"

"I think it is not a fair fight. Guiteau's counsel are infinitely inferior to Porter. I believe justice will be done the man, but first-class talent to defend him was not available. Merrick is a first-class criminal lawyer and would have handled the case in a masterly manner, but declined on account of the pressure of business. Ben Butler would have made things lively, but the death of his son and other domestic matters prevented his coming to the surface. He may yet take a hand in it, but I hardly think so."

"What do you think will be the grip of the defence?"

"Oh, insanity, of course; the question of surgical or medical treatment will hardly come up. Insanity is the only chance the defence have, and if they can't acquit him on that plea he'll have to hang, and I think he's going to hang."

"What about Brady and the star routers?"

"Brady cannot be convicted. He absolutely owns the *National Republican* and the *Critic*, and he has entirely too much money, not to count in the press of the District of Columbia."

"How about the *Post* and *Capitol*?"

"My dear boy, I'm not hunting fights—particularly with newspapers. I've had too many already, but I do not think the papers you mention are particularly antagonistic to Brady."—*St. Louis Republican*, Nov. 15.

Navigation of the Air.

Mr. F. W. Brearey, of the London Aeronautical Society, recently read a paper on aerial navigation, and explained, with the aid of models, the principle upon which attempts had hitherto been made and should in the future be made to effect artificial flight. The conclusion at which the Aeronautical Society had arrived was that flight was merely a mechanical action capable of imitation; that it was unassisted by air cells or other contrivances for effecting levity, that the balloon was incapable of being rendered useful to man as a means of locomotion except in the way of waftage. The tenants of the air, great as was the variety in their size and form, resembled one another possessing three important capacities, the association and proper adjustment of which constituted the property and power of flight, namely, weight, surface, and force. The weight of a body was due to the action of gravity, and the problem was how so to retard or regulate the action of gravity as to cause its influence to be infinitesimally distributed. Having explained what he wished to show by projecting some peculiarly folded pieces of paper across the theater, he then let fall from a height a bat-shaped model, which soon, taking a curve, shot out in a nearly horizontal direction for a time. Had force, the third great principle of flight, been employed, it would have neutralized the action of gravity so long as it continued, and the flight of the models would have been prolonged. In endeavoring to estimate the proportion of plane surface to weight, so that the one might carry the other by the application of impulsive force, we were not without significant data. So varied were the forms of flight and so widely different the conditions—in some cases a heavy weight being supported by small planes or wings, and in others little weights by extensive surfaces—that, if ever the subject should be mastered, flight would probably be effected in more ways than one. Great weight and small surface, as the observations of M. De Lucy showed, must be accompanied by great velocity, as in the flight of the common sparrow, while with small weight and great surface, as in the butterfly tribe, a reduced velocity only was requisite. If, therefore, man could construct the necessary surface of strength sufficient to insure safety, he could certainly add, by the aid of engine power, sufficient velocity to obtain support from the atmosphere.

Matches.

The invention of matches was a happy thought, and is thus told by the inventor: I used to get up at 4 o'clock

in the morning to pursue my studies, and I used at that time the flint and steel, in the use of which I found great inconvenience. I gave lectures in chemistry at the time at a large academy. Of course, I knew, as other chemists did, the explosive material that was necessary to produce instantaneous light, but it was difficult to obtain a light on wood by that mixture, and the idea occurred to me to put sulphur in the mixture. I did so, and told about it, and showed in my next lecture. There was a young man in the room whose father was a chemist in London, and he at once wrote to him about it, and soon after lucifer matches were issued to the

world. I was urged to go and take out a patent immediately, but I thought it so small a matter, and it cost me so little labor, that I did not think proper to get a patent, although I have no doubt it would have been very profitable." The name of this inventor of matches is Mr. Holden, and he is an Englishman.

Land Laws.

Why is it that it is necessary for the British Parliament to pass a law regulating the rent of land in Ireland? And why is it that this Irish law is believed to be only the precursor of similar laws to be enacted for England and Scotland?

The cause which has forced on this mighty change in British legislation is sinitic and the introduction of American beef and mutton into the old country. As long as the tenant farmers of England, Scotland and Ireland controlled their own markets, they got paying prices for the beef, mutton and pork which formed their principal products, and thus they enabled to pay the heavy rates of rent which were exacted for the land they leased. But when, through increased speed of ocean transportation, it became practical to import beef and mutton from the United States, whether on the hoof or slaughtered, and to sell the same in the British markets, at the prices of Texas and Missouri, adding only the charges for transportation and insurance, the British or Irish farmer, with his dear land and high rates of rent, found himself suddenly brought into competition with the farmer of Texas or Missouri, where the price of land is only nominal, and the rate of rent is comparatively trifling. Hence the whole trouble in Ireland and elsewhere.

Such is the cause which is revolutionizing the tenure and the revenue of land in the United Kingdom, reducing its productive value, and rendering it necessary for the Legislature to come in and make new settlements between the land owner and the tenant. It is a great and a far-reaching revolution, and its extent and consequences have only begun to be apparent.—*New York Sun*.

Bloodhounds in the Russian Army.

The Russians have strengthened their army by the novel addition to each company of powerful and carefully trained dogs. These watchful animals are sent out with the sentinels on picket duty, where their sharp ears and still keener scent will prove an impregnable barrier to the lurking spies of the enemy. The dogs used are a species of bloodhound from the Ural Mountains. The dog is selected because of its habitual silence. It growls but never barks—a matter of the first importance to soldiers near an enemy's camp. The Ural hound is gifted with an exceedingly fine sense of smell, keen ears, and is ever on the alert. Most comfortable of all to the lonely picket, the dog is said to be especially courageous in defending his master. It is curious that, with the example of the King Charles spaniels before us, no one thought before of using these intelligent animals as sentinels. The value of the plan is self-evident. The Muscovites have gone further, and are training swift hounds, as well as these same Ural dogs to act as dispatch bearers, much as the carrier-pigeons were employed in 1871. They certainly would be hard messengers to catch, when sent stealing through the woods at night.—*Boston Post*.

Hallucination.

In Washington there was a woman sick unto death, and her husband left her bedside to look at the president as he lay in state in the rotunda of the capitol. As he passed the casket he plucked from Queen Victoria's wreath a half-loosened flower that he knew was a partly-blown tuberose, which he took to his wife and placed it in water at her bedside. When it blossomed out the flower disclosed a perfect form of a dove in the center. Having never heard of this kind of a flower—the flower of the holy spirit—the revelation seemed miraculous to her, and the lady began to mend from the moment she saw it, believing, she said, that it was Christ's flower, sent from the president's bier to save her.

It took Sir Isaac Newton less than three years to thoroughly digest the principle of gravitation, while an Indiana farmer has spent eleven years in trying to find out why a cow never kicks until the pail is two thirds full.

WIT AND WISDOM.

"Is that mule tame?" asked a farmer of an American dealer in domestic quadrupeds. "He's tame enough in front," answered the dealer.

SOME wives are merely burdens to their husbands. But the wife who can keep the house warm for a husband without a stove, ought to be a great help to him.

Six feet tall, broad shoulders, a broad straight back without the slightest inclination to stoop and tapering towards the waist, a high forehead, blue eyes, prominent brows and cheek bones, a nose like an eagle's beak—such are the physical characteristics of Jesse James, the notorious train robber, outlaw and general devil.

OVER a bridge at Athens, Ga., was the following: "Any person driving over this bridge in a faster pace than a walk shall, if a white person, be fined \$5, and if a negro, receive 25 lashes, half the penalty to be bestowed on the informer." And a colored gentleman who gave away a sable brother who broke the regulation, and then demanded his reward, put in three days sitting on a fence and trying to figure out the justice of his getting walloped as badly as the other man.

This railroad building of 1882 is likely to go far ahead of anything in our history. The New York Economist states that according to the plans thus far placed of record, nearly 16,000 miles of road are to be built in the course of the next fifteen months. North of the Potomac and Ohio rivers, and lying between the Atlantic coast and the Upper Mississippi, there are 4791 miles; south of the Potomac and the Ohio rivers, there are 2352. Between the Mississippi river and Rocky Mountains, and north of the latitude of St. Louis, the number of miles is 4063. Between the Mississippi river and the Rocky Mountains, and south of the latitude of St. Louis, there are 4140 miles. West of the Rocky Mountains the number of miles is 540. The grand total is thus far 15,886 miles. In addition to the above, there are projects for building railroads in Canada, in Mexico and in Central America. Here is a field of railroad activity that to the unaccustomed view seems almost boundless; and it also implies activity and progress in all other branches of business.

EVERY editor loves to have his friends, and particularly his readers, call on him. They belong to the same family, as it were. But when you call to see the editor don't stay too long. Editors are generally very busy in business hours. If you have any suggestions to make or news to communicate, state it in as few words as possible. Don't offer any excuses or indulge in a long preface to what you have to say. Blurt it right out; tell the editor you wish him well, and bid him good-day. Editors dote on such men as that; they love to receive calls from them. Don't argue with them; don't try to do it; he has no time for argument while at his work. When you write to an editor for publication make it short—boil it down. Pitch right into the middle of your subject, and be sure to stop writing when you get through. Editors always like something fresh and original in the way of communications, and are especially fond of news. But the editor must always be the judge of what is worthy of publication. Of course every writer thinks his own production the best, just as every mother thinks her own baby the prettiest that ever was born. But the editor may be so stupid as to have a different opinion. If so, it can't be helped. Don't try to argue him out of his notion. If he is too stupid to appreciate a good thing, you can't expect to remedy his dullness. You may think you are a good deal smarter than the editor, and that may be true, but the editor may be responsible and you are not.

The West.

The boundless, free, untrammelled West, as its citizens love to call it, is certainly proclaiming its right to those affectations, if the stories its newspapers publish give an index to the character for imagination which it cultivates. The latest news tells how two men who were fishing in an Indian river one evening were attacked by a large black monster with a rough skin like an elephant's, which attempted to upset the boat, and failing to do so swam away rapidly, bellowing like a bull. It is one of the saddest social signs in the West that its citizens will take whisky with them when they go a-fishing.—*Boston Journal*.